

Togiak First Street Rehabilitation

Purpose

This report presents the results of analysis of a potential project to rehabilitate First Street in Togiak. The project was originally developed under the BIA Indian Reservation Roads program in the 1990's. The project went to construction but was not successfully completed, and the funding was exhausted. Togiak has looked for additional funding to complete the project. Some funding has been assigned to the project, some through Denali Commission funding.

ADOT & PF was tasked with scoping the project. ADOT & PF performed various investigations and reviews beginning in _____. In 2008 ADOT also contracted with WHPacific Incorporated to review several aspects of the project. WHPacific (formerly ASCG Incorporated) was the engineer of record for the original BIA-funded project.

Original Project Description

The project is the rehabilitation of one of Togiak's main routes roads running parallel to the coastline through the center of Togiak's original town site. The route begins at the Airport and runs ____ miles southeasterly to the end of ____ street near ____ Street. The purpose of the original project included improving the gravel roadway surface, raising it for better drainage, and improving the roadside drainage system.

The BIA project was developed in the 1990's under BIA's project development process. Preconstruction activities included: Design Survey, Environmental Documentation (EA), Permitting, Geotechnical Investigation, Hydrology and Hydraulic, feasibility Study (similar to a Design Study Report), Public Involvement, Right-of-Way acquisition, and PS&E development.

The project included work away from the immediate road corridor

Extension of Togiak's crosswind runway – Because the road runs across airport property and through the runway clear zone, the opposite end of the CW runway was to be extended to relocate the runway and safety area to the northeast, so that roadway traffic no longer conflicted with the safety area.

Three drainage outfalls were included to take road ditch drainage SE'ly to the beach. These outfalls required ditching and culverts running to and through the community's seawall.

The project went to construction through the provision of Public Law 93-638, allowing force account construction by the Tribe. The project was administered by the Bureau of Indian Affairs, and the project was constructed by a three-party L.L.C. formed by the Togiak Village Council, Knik Construction and Kuskokwim Architects and Engineers.

It was not a goal of this study to determine what was constructed in the 200? Effort. Rather, the goal was to determine what it would take to complete the original project.

Project Review

ADOT has collected prior work information, made a site visit, and performed other investigation and data collection to scope out a project to complete the improvements. The project corridor was re-surveyed in ____ by ADOT & PF survey personnel. Contractor WHPacific has reviewed the survey data, and is in the process of confirming the status of ROW acquisitions.

This section will address key areas of the project that need to be in order to proceed with Construction:

Environmental Documentation and Permits

(This is by ADOT)

Right-of-Way

Who owns the existing ROW? Who should own the ROW?

The existing road runs out of the ROW. The proposed alignment follows the existing road. The road was not relocated to the center of ROW because of conflicts with overhead and underground utilities.

Acquisitions:

ROW easements were obtained by the Togiak prior to the 2000 construction effort. WHPacific survey and ROW personnel are reviewing the recorded documents. The documents included a reverter clause that may cloud the status of the acquisitions. It is our opinion that the ROW easements should be re-acquired to clear up the reverter clause.

The following parcels were acquired in 1999

(Table to be inserted)

A Record of Survey was filed by Eric Fuglestad in 200?

Encroachments

Encroachments are shown below.

(Table to be inserted)

These should be removed or permitted (by whom) in conjunction with the project, either before or during construction.

Necessary Right of Way Mapping or Title work needed for Certification

(Awaiting recommendation from Survey personnel)

Utilities/Utility Agreements

Material Sources

The original project was based on several prior material sources. Togiak's construction effort developed a new material source. This source will be available for the project. It is under control of the City of Togiak. Other material sources could be used and material delivered to Togiak by Barge. This option

appears to be more costly than using the local quarry. Developing the project bid documents it will be necessary to come to an agreement on how material will be made available to bidding contractors.

Design Plans (PS&E)

The 1999 Plans and specifications were prepared by ASCG Incorporated and sealed by Louis bassler, P.E.. They were completed in accordance with BIA standards, using metric units of measure and based on FHWA's 1993 standard specifications. To prepare the project for public bidding by ADOT&PF, the plans should be converted to U.S. Customary units, to ADOT&PF's standards for drawing format, and the project specifications should conform to ADOT&PF's current standards specifications dated 2004.

Revising the design to US Customary units and to ADOT format would not be too difficult. The newer ADOT 200X Survey would be used as a base, rather than the 199X Survey. The design could be modified as needed to account for new conditions.

The specs need to be created anew for bidding by ADOT and to meet current standards.

Cost Estimate

The cost estimates of 1999 are not current. WHPacific has developed a preliminary estimate for budgeting purposes. The approximate construction cost is 1.9 million.

It is apparent that portions of the original project were constructed in accordance with the plans. The Crosswind runway extension and the three outfalls were constructed. This is evident from site visits and survey data collected in ____ by ADOT. It is not clear whether the roadway was improved. The survey data reflects minor changes in elevation, but this could have resulted from maintenance grading and development of adjacent sites since the surveys of 1990's.

(Insert Overall Project Cost summary Table)

Schedule

(Add approximate project timeline)